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## THE HARD-LUCK MAN.

"My luck is fierce," in anguish wailed the man who forty times had failed; "the gods that guide poor mortals' feet have soaked me often, and repeat. All things upon this whirling sphere go wrong end foremost when I'm near; if I had luck, like other guys, you'd see me like an airship rise; I'll bet a twenty-cent cigar I'd hitch my wagon to a star." I've noticed that the men who fail spring that old story, worn and stale; they never hand you out the truth; they never say: "I failed, forsooth, because I am a dizzy shirk; I hate to buckle down to work; I'd always let my business slide to take a jocular motor ride, or watch an organ grinder's tricks, or fuss around in politics. Good Honest Toil may be the rage; I pass it up, at every stage; the bread of labor makes me ache; I'd rather shake the dice for cake." The hard luck yarn is always known wherever has-beens meet and moan. The fellows who are sawing wood, and baling hay, and making good put up no quitter's sob or worse, when they encounter a reverse; they take fresh grips on life and climb, and get there somehow, every time.

WALT MASON.

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## SENATORS RAP ART FOUND IN CAPITOL

Board of Artists to Pass on All Statues.

After ridiculing some of the works of "art" strewn through the Capitol building and abounding in the parks and squares of the District, the Senators who on Monday opposed the House bill creating a commission of fine arts in the District yesterday permitted the measure to go through. The bill creates a board of seven judges to pass upon monuments, statues, fountains, etc., intended for decorative purposes in the District, and has already passed the House. On Monday Senator Heyburn held it up. Consideration of it was resumed in the "morning hour" in the Senate yesterday. It became apparent that some Senators at least regard themselves as better critics of painting and sculpture than real, long-haired artists.

Senator Heyburn secured an amendment requiring the appointment of the commission by the President, "by and with the advice and consent of the Senate." An amendment he offered to pay the members of the commission \$3,000 per annum. Instead of requiring them to serve without compensation, was defeated. In the course of the debate Senator Heyburn referred to the Pension Office as a "car barn."

Senator Burkett referred to the fact that a couple of artists pecked fun at art in Washington, and then when the White House was turned over to them to be remodeled they "made a botch of it." He thought that members of the Senate and House were better fitted to pass upon statues for the Capitol than artists, because they knew the traditions, while the artists didn't.

The Capitol Building and Library of Congress are exempted from the provisions of the bill.

Regarding the site of the Grant memorial in the botanic grounds, Senator Carter said it was the most undesirable in Washington. He said that the Department of Agriculture building had been "built in a hole." These two instances he termed vandalism. The Senator said he was opposed to any commission having power to "carve up the Capitol."

Senator Carter also expressed the opinion that no statue should be erected in memory of a man until fifty years after his death, a view which Senator Lodge declared was the soundest proposition offered in his time. Senator Carter submitted an amendment to prohibit the erection in the Capitol of any body who had not been dead half a century, but Senator Owen, who wishes soon to honor the discoverers of the causes of yellow fever, objected, and the amendment was withdrawn. The bill was then passed.

Representative Sulzer, of New York, appeared before the House Library Committee yesterday in support of his bill appropriating \$50,000 for a statue of Samuel J. Tilden to be erected in the District.

## BUILDING BILL PASSED.

Measure Regulating Height Amended in the Senate.

The Senate yesterday passed the House bill regulating the height of buildings in the District of Columbia, after adding several amendments offered by Senator Carter. The paragraph relating to the construction of domes and towers on buildings provided that authority to construct a steel fireproof dome on any building was conferred upon every person whose application was filed with the Commissioners prior to the adoption of the present building regulations, and has since been approved by two of the Commissioners.

By the terms of Senator Carter's amendment, the clause relating to the approval of the Commissioners was stricken out. The bill was made to read so that the dome provision should apply specifically to square 245, the Inspector of buildings being prohibited from making changes in the plans except for the structural safety of the building. Thus the bill was restricted in its terms so as to give permission to Mr. A. Lister to construct a dome on the Palala Royal.

## TRACK FIGHT MAY CLOSE NAVY YARD

Crossing Controversy Must Be Settled by May 27.

A fight is imminent in the House on the bill of Representative Moore, authorizing the Philadelphia, Baltimore and Washington Railroad Company to maintain its track connections with the navy yard, which will be considered next Monday. Mr. Moore sent to the House District Committee yesterday an elaborate report on the measure, which is opposed by the Commissioners, and which will meet with strong opposition in the House on the ground that it continues dangerous grade crossings in the District.

The Commissioners claim that the object of the bill is to continue indefinitely the track connections, the only remaining steam railroad track at grade within the city limits. Against the attitude of the Commissioners is the flat refusal of the railroad to construct at its own expense a spur, which would eliminate the crossing. In his report to the committee, Mr. Moore says:

**Time Expires on May 27.**  
"The existing tracks were to have been removed not later than April 23, 1908. The time for tearing up the present tracks was extended by injunction, granted December 16, 1908, by the Supreme Court of the District of Columbia, to May 27, 1910."

"Four alternatives are thus presented to prevent the discontinuance of existing track connections with the navy yard:—  
"First, the construction of a spur of railroad by the railroad company, which the company refuses to build at its own expense."

"Second, the construction of the proposed spur along the Anacostia River by the government, the revised estimate of the total cost of which is given by Joseph I. Weller, who holds an option on the property, as \$228,843.75."

"Third, the continuance of the existing tracks at grade by the process of injunction under protest of property owners."

"Fourth, the passage of the bill (H. R. 9290) which proposes to continue the existing tracks, despite the acts of 1901 and 1902, in order that the navy yard may not be forced to close down."

"It is declared by the naval authorities that the removal of the existing tracks would compel a cessation of operations at the navy yard and at the Indian Head proving grounds, both of which receive materials from the railroad over the existing sidings."

"Another fact to be considered is the location along the existing tracks, in a sparsely populated section, of the garbage plant. A new contract has been made by the District Commissioners for five years. The contract right of the garbage company, as well as the health and convenience of the people of Washington, are, therefore, to some extent affected."

**Agrees to Report.**

Senator Gallinger yesterday called up in the Senate the conference report on the District appropriation bill. The report was agreed to. All disagreements in the bill with the House have been settled, with the exception of the item for public playgrounds.

**Salary for Justice Brewer's Widow.**  
Senator Curtis yesterday offered in the Senate a proposed amendment to the sundry civil appropriation bill, providing for the payment to the widow of the late Associate Justice David J. Brewer, of the Supreme Court, the sum of \$3,444.45. The amount represents the balance of salary which the justice would have drawn for this year.

## LEADERS FINALLY TRIM RAIL BILL

Two Sections Are Dropped Owing to Objections.

### ALDRICH BACKS UP RAILROADS

Senators Denounce Railroads' Boosting Up Coast Cities at Expense of Intermountain Points—Through Rates Are Sometimes Four Times Cheaper Than Short Hauls.

The Senate yesterday by practically unanimous vote eliminated section 7 and section 12 from the administration railroad bill. The bill was taken up at 2 o'clock as the unfinished business.

The two hours' time between the meeting of the Senate at noon and 2 o'clock, when the bill came up, was given to informal conferences among the Senators. It was understood among the leaders just what would happen when the bill came up.

Senator Elkins, who had charge of the railway bill, announced to the Senate that he would withdraw the amendment offered by Senator Crawford, of South Dakota, which he had previously accepted on behalf of the Committee on Interstate Commerce.

**Elkins Explains Move.**  
The Senator explained that by withdrawing the Crawford amendment the parliamentary situation would be cleared. Senator Crawford entered a protest against the proceedings, but was not able to command any support. Senator Cummins then withdrew his amendment to give to the Interstate Commerce Commission power to approve agreements on rates.

**Motion Voted Unanimously.**  
Senator Clay's motion was adopted unanimously. Immediately thereafter Senator Nelson, of Minnesota, offered a motion to strike section 12 from the bill, and this was adopted by practically unanimous vote.

Section 12 permitted the merger of competing lines. After the two sections were eliminated from the bill, the Senate settled down to a discussion of the long and short haul amendment. Senator Heyburn, of Idaho, was the principal speaker, and he condemned the practice of the transcontinental roads in discriminating against cities in the intermountain States and in favor of Pacific Coast points in the matter of through rates from the East.

**Short Hauls Dearest.**  
He pointed out many instances where the rates from New York, Chicago, Baltimore, and other Eastern points to cities in Utah, Idaho, and Montana were in excess of the rate over the same line of road to the Coast. In some cases the rate charged to the intermediate point was three and four times as great as the through rate.

The Senate adjourned before a vote was taken on Senator Heyburn's amendment, on the statement by Senator Cummins, of Iowa, that there were other amendments designed to correct the evil of the long and the short haul.

Senator Aldrich, without attempting to justify the practice of the railroads, declared that it was a condition that was necessary, and he asked the authors of the amendment what plan they proposed to take the place of the present arrangement.

**Aldrich for the Coast.**  
"I think that Senators will agree with me that the great cities of the West, like St. Paul, for example, have been built up through favored natural conditions and through transportation advantages extended to them by the railroads," said Senator Aldrich. "Do you propose to change these commercial centers, and to destroy cities like St. Paul and build up other commercial centers where they do not now exist?"

Senator Aldrich found himself much of the time the object of a fusillade of questions from Senators Smoot, Dixon, and Beveridge. Senator Smoot, the erstwhile ally of Senator Aldrich in tariff matters, pointed out a discrimination practiced against his own State in the matter of the long and the short haul. He declared that the rate from points in Utah to Boston for shipments of wool was \$2.15 per 100 pounds, while from Los Angeles to Boston it was only \$1.10.

He said that buyers of wool from Los Angeles would come in to Utah and buy a season's clip of wool and ship it to Los Angeles at a rate of 30 cents per 100 pounds, and transship it from there back through Utah to Boston for a through rate of \$1.10 per 100 pounds, making a total rate from Utah points by way of Los Angeles and back through Utah to Boston of \$1.30 per 100 pounds, or 23 cents less than the rate from Utah direct to Boston.

**Thinks Welcome Rash.**  
Senator Stone of Missouri paid his respects to the insurgent Republicans. He commended them for joining with the Democrats to bring about changes in the pending bill, but declared that he was unwilling to join Senator Bailey in welcoming them into the ranks of the Democracy.

"While I think that the Senator from Rhode Island comes nearer typifying the tendencies in the Republican party than the insurgents do, I still believe that the insurgents are better Republicans than they are Democrats," said Senator Stone. Referring to Senator Bailey's statement a few days ago that he would stand on the doorstep and welcome the insurgents into the Democratic household, Senator Stone remarked:

"If the Senator from Texas gets up this morning, I will be coy about attending. I think the best thing the insurgents can do to serve their country is to stay right where they are, and do the best thing the Democrats can do is to leave them just where they are."

**Senator Stone Declared that the Republican regulars were simply carrying out platform pledges of their party in seeking to repeal the Sherman anti-trust law relating to railroads.**  
The Senator declared that Roosevelt was the first to recommend it, and that President Taft was simply carrying out the Roosevelt policy.

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## YESTERDAY IN CONGRESS.

(MAY 3, 1910.)

### SENATE.

The Senate made important changes in the pending railway bill yesterday. Sections 7 and 12 were dropped from the bill as the result of an agreement among the leaders and by practically a unanimous vote. Senator Nelson was understood to be the mover of the long and short haul amendments that are pending. Senator Heyburn occupying the floor most of the time. No occasion was wasted. The discussion of it will be resumed today.

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### HOUSE.

Several vital amendments to the administration railroad bill were secured by the radicals in the House yesterday. The entire section 7 was stricken out. An effort to eliminate section 6, relating to the long and short haul restrictions on common carriers, failed. At the close of the day the supporters of the measure. Practically the entire day was spent on the bill in committee of the whole.

The House adjourned at 6 p. m. until today at noon.

## PROTEST LABEL LAW.

### Representative of Wholesale Grocers Before Food Committee.

P. M. Brown, representing the Wholesale Grocers' Association of the District of Columbia, appeared before the committee on the bill, requiring packages to be labeled so as to show the weight of their contents, at the hearing before the special food investigation committee at the House office building yesterday. He said that such a law, compelling the labeling of packages for sale in the District, which will not be required to be labeled under the interstate law, would be a great burden upon local wholesalers.

"Have the members of this association endeavored to prevent retailers from buying direct from the manufacturers?" asked Chairman Moore.

"Not to any extent," replied Mr. Brown. "The wholesaler only sells to the retailer, but any retailer can go to the wholesaler and buy goods."

"Even if he is not a member of the Retail Grocers' Association?" asked Chairman Moore.

Mr. Brown answered that "that might make a difference," a reply which caused the committee considerable merriment. The committee had another laugh when Mr. Brown, in reply to a question as to the objects of his association, said they were "largely social."

Ellis L. Howland, representing a breakfast food concern of Battle Creek, Mich., also appeared to protest against a law requiring the weight of a package to be stamped on the label. He had samples of breakfast foods, which he gave to the committee, and explained at length the process of their manufacture.

## SEARCH FOR OLD REPORT.

### Document Relating to Customs Frauds in New York Missing.

Representative Francis Burton Harrison, of New York, appeared yesterday before the House Committee on Expenditures in the Treasury Department to urge a favorable report on his resolution calling upon the President to tell the House what has become of a report filed with the Treasury Department in 1891, disclosing customs frauds in New York twenty years ago.

Former Representative Hepburn, of Iowa, was solicitor of the Treasury at the time. He says he had the report, which the department is not now able to locate. Mr. Hepburn would have been before the committee yesterday, but, as Mr. Harrison explained, had been called out of the city, and will appear about Saturday of this week.

## FAVOR CANAL EXPOSITION.

### Columbia Heights Citizens Elect Officers and Adjourn for Summer.

The Columbia Heights Citizens' Association held its last meeting before the summer vacation at Post-office hall, Park road, near Fourteenth street, last night. The following officers were elected for the ensuing year:

Charles S. Bundy, president; W. H. Saunders, first vice president; Charles H. Underwood, second vice president; W. R. Hillyer, third vice president; W. B. Todd, secretary, and L. H. Stabler, treasurer and assistant secretary.

## RATE BILL VICTIM OF CONGRESS IRE

Continued from Page One.

body find themselves inclined now, so it is said, to drop sections 13, 14, and 15, while the insurgents are in the attitude of insisting upon their retention.

**Insurgents Meet.**  
The insurgents, however, will not accept the sections as originally drawn, but will demand the adoption of their own amendments. That is where the rub comes. The Republican administration Senators will not consent to the form of these sections as amended by the insurgents.

The insurgents held a meeting after adjournment of the Senate, and at this meeting it developed that there is a difference of opinion among the insurgents themselves as to what course ought to be pursued in regard to these three sections.

Some of the more radical insurgents insist that physical valuation of railroads ought to be inserted in the sections, while others oppose this idea.

The suggestion was made at this meeting that the insurgents might consent to the elimination of these three sections from the bill if they could get assurance from Senator Aldrich and other Republican leaders that an independent bill embodying the provisions of these sections would be quickly reported by the Committee on Interstate Commerce.

This would probably mean the quick passage by the Senate of what remains of the railroad bill, but the insurgents would insist upon a full debate on the substitute bill. Some of the Republican leaders were inclined to view this proposition with favor, but nothing definite will be decided in regard to sections 13, 14, and 15 for a day or two.

The leaders of the insurgents said last night that the debate on these three sections of the bill will take at least three weeks. If this turns out to be the case, the chances are that the present session of Congress will not be over before July 1, and some pessimistic members are setting the date nearer August 1.

The vote by which the Senate eliminated sections 7 and 12 was practically unanimous. The Senate insurgents knew that the Republican regulars had joined with the Democrats in a plan to vote this section out of the bill.

The regulars had adopted this course to get sufficient votes to insure the defeat of the Cummins insurgent amendment to the sections.

## MADDEN'S MOTION CARRIED; HOUSE HAS LIVELY DAY.

Before the House formally struck out of the bill yesterday the provision relating to traffic agreements, the teeth were extracted from it.

It was a lively day in the House. The elimination of the section relating to traffic agreements was the result of a motion made by a regular, namely, Representative Madden, of Illinois.

Taking hope from the victory attained by the insurgents of the Senate in compelling the Aldrich committee to withdraw sections 7 and 12 of the Senate bill, the insurgents in the House were in a joyful frame of mind. The spirit of independence took hold of House regulars, notably Representative Madden, who was followed by the Democratic minority, nearly all of the insurgents, and a bunch of organization adherents in his onslaught against section 7.

The vote on the Madden proposition was preceded by a sharp debate, during which a number of motions were made in amendment of section 7. One of these was drafted along the lines of the amendment to the Senate bill presented by Senator Cummins, of Iowa. It provided that all charges, rates, and classifications embraced in a traffic agreement should first be approved by the Interstate Commerce Commission before such agreement should become effective. This amendment was presented by a near-regular, Representative Martin, of South Dakota.

Another amendment, offered by Representative Kendall, an insurgent from Iowa, providing that no traffic agreement should be entered into between competing lines, and that in all such agreements the "principle of competition" should be recognized, was adopted.

After the insurgents, the Democrats, and some regulars had succeeded in amending section 7, they voted with Representative Madden to strike the whole section out of the bill.

The Madden amendment was adopted by a vote of 110 to 91.

The pending bill was sustained in one important particular by the House. This was the long and short haul clause of the measure.

It provides that no rate for a shorter haul shall exceed the rate for a longer haul over the same line or route in the same direction, the shorter being included within the longer distance.

Under this provision, it was argued, railroads would be unable to evade the law as under existing statutes. The present act, it was pointed out, made it unlawful for a carrier to charge less for a longer than for a shorter haul, but such charges were made under qualifying language that made it possible for the carriers to justify such a charge on the ground that they had to meet water competition.

The representatives of practically all the seacoast cities opposed the long and short haul clause of the pending bill, voting to retain the clause of the present law.

The provision of the bill was retained in the measure by an overwhelming vote—172 to 48.

## SEEKS \$20,000 FOR LIBEL.

### William B. Creevy Begins Proceedings Against Isaac L. Lamm.

William B. Creevy yesterday instituted proceedings against Isaac L. Lamm for the recovery of \$20,000 damages.

Plaintiff alleges that Lamm has caused to be spread talk about him which resulted in injuring his good name and standing.

**District Committee Meets To-day.**  
Consideration of the bills for a teachers' retirement fund and for pensions for the police and fire departments is the special order to be observed at the meeting to-day of the District Committee of the House.

**Renominated for Congress.**  
Sullivan, Ind., May 3.—William A. Cullop, who represents the Second District in Congress, was renominated by acclamation by the Democratic convention.

Terre Haute, May 3.—Democrats of the Fifth Congressional district in convention here to-day renominated Ralph W. Moss by acclamation.



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Cars from 15th and New York ave. every quarter hour, pass Rock Creek Bridge, Metropolitan Zoological Park, and Chevy Chase. Connect at Lake with Kensington Line.

## WOULD END REVOLUTION.

### Peace Court Sends Notes to Madrid and Estrada.

The Central American court of justice at Cartago, Costa Rica, has taken an important step toward the settlement of the present revolution in Nicaragua.

The court has sent an identical note to the Estrada and Madrid factions suggesting an eighty-day armistice to enable the two contending factions to adjust their differences through the mediation of the court. Replies have not yet been received.

The State Department was advised by T. P. Moffat, American consul at Bluefields. The action of the court of justice is highly gratifying to the State Department. Secretary of State Knox has sent a cablegram to Dr. Alberto Ulate, president of the court.

New Orleans, May 3.—Dr. Francisco Moreira, former minister general of the Estrada government at Bluefields, has arrived in the city. He was recently released from prison by orders of Estrada, after serving thirty days for an alleged treasonable attempt to turn over the Atlantic coast to Madrid. Dr. Moreira says that the revolution will not last more than fifteen days. When the steamship Venus arrives in Bluefields all will be over.

## AIRSHIP FRIGHTENS NATIVES.

### Hamilton Sails Forty Miles Cross Country in Georgia.

Atlanta, Ga., May 3.—After a number of flights which thrilled a great crowd at the Atlanta Speedway this afternoon, Aviator Hamilton, as a final exhibition, flew across country to Jonesboro, Ga., and then back to the speedway, making the round trip, a distance of forty miles, in a little over an hour.

The flight created a great sensation among the country people, and many of the natives and negroes were thrown into panic. The machine behaved beautifully throughout.

Mrs. Hamilton, who did not know of her husband's intention to make a cross-country flight, was greatly distressed during his absence.

## May Organize New Party.

St. Louis, Mo., May 3.—An executive session of the Populist party's national committee, which began here at noon, is expected to see the birth of a new political party. Members of the committee said that the question under consideration now is whether to attempt to organize a new party, to be composed of remnants of the Populist party and discontented Democrats and Republicans, or to drift into the Socialist party.

## British Election Void.

London, May